

# appendix E

## GLOSSARY

**Access Management:** This is the system by which mobility and safety are managed on the roads where conflicts with turning and entering traffic occur. Examples of access management tools include design and restriction of access points or curb cuts, traffic signals, turning lanes, non-traversable median openings, and frontage roads.

**Access Points:** Access points are those locations where vehicles can access a road carrying traffic: side streets, driveways, parking lot entrances, etc.

**Acre:** An acre is 43,560 square feet. For comparison, an American football field, including its end zones, is about 57,600 square feet, or about 1.3 acres.

**Arterial:** A major arterial in Maine is a divided highway such as I-295 or I-95. A minor arterial is one that should be expected to provide for relatively high overall travel speeds with minimum interference to through-traffic. Arterial roads should form a “continuous road network,” and these routes should be given preferential treatment over collector and local roads in the signing and signalizing of intersections. The intersection of local roads directly with principal arterials should be discouraged. Local road access to an arterial should be provided primarily through the collector road network.

**Berms:** A low earthen wall designed to create a visual barrier or deflect traffic noise.

**Big Box:** A big box store is a term that refers to a style of physically large chain store, usually over 70,000 square feet. Big box stores frequently locate on high volume roadways.

**Chicanes:** A chicane is a sequence of tight serpentine curves (usually an S-shape curve) in a roadway, used to slow cars.

**Collector Road:** A collector road is an intermediary road providing service to rural areas. They carry internal traffic from areas having a predominant land use such as schools and shopping centers to more highly traveled arterial roads.

**Commercial Strip:** Commercial strip development is a pattern of development characterized by auto-oriented businesses located in a linear pattern along major roads and typically isolated from other types of uses. The businesses rely on surface

parking lots, often large, that are intended for customers of one store or grouping of stores, multiple access points to the road, and a number and scale of signs typically greater than in other patterns of commercial development, such as a downtown pattern.

**Context Sensitive Design (CSD):** Also referred to as Context Sensitive Solutions (CSS), this is the art of creating public works projects that meet the needs of the users, the neighboring communities, and the environment. It integrates projects into the context or setting through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. From a transportation perspective, it preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

**Culvert:** A culvert is a conduit used to enclose a flowing body of water. It may be used to allow water to pass underneath a road, railway, or embankment for example.

**Curb Cuts:** A curb cut is a break in a sidewalk or curb for a ramp that leads smoothly to the street. Curb cuts include driveways that connect adjoining properties to the street and ramps between sidewalks and streets to allow a smooth transition rather than having to go over a curb (important for ADA requirements and pedestrians). In access management programs, curb cuts refer to driveways to adjoining properties.

**Curb Return Radius:** A curb return radius determines the sharpness of a corner—for example, at the intersection of streets. Mathematically, it is the radius of the circle, the arc of which is the curve of the corner. A small curb radius—for example, 10 feet or less—creates an almost 90 degree corner and is friendly to pedestrians, because it slows auto traffic and provides for a shorter distance to cross the street. A large curb radius—for example, 30 or more feet—enables traffic to make the turn at a higher speed. Local and pedestrian-oriented streets need small curb radii, while major collectors and arterials need larger ones.

**Demand-Response:** Non-fixed-route service that uses vans or buses with passengers who board and alight at pre-arranged times at any location within the system's service area. It is essentially transit by appointment, with flexible routes and schedules, which can vary greatly depending on need.

**Fixed Route Bus Service:** This is bus service that travels a pre-scheduled route at pre-scheduled times. It can be either year-round or seasonal, and can be local or regional in nature.

**Headway:** The headway between vehicles in public transit systems is the time between two vehicles passing the same point traveling in the same direction on a given route. A shorter headway signifies a more frequent service.

**Human Scale:** This term is used to describe a developed area that caters to our innate sense of sight and sound, our innate emotional needs for security, privacy and human interaction, and our innate physical capacity for walking.

**ITE Standards:** These are standards set and tested by the prestigious Institute of Transportation Engineers.

**Jobs-Housing Balance:** Jobs-housing balance is a measure of the harmony between employment and dwelling units in a specific area. The commonly used metric of this balance is the jobs/housing ratio, which is simply the number of jobs in a community divided by the number of housing units in that community. A low jobs/housing ratio indicates a housing-rich “bedroom community”, while a high jobs/housing ratio indicates an employment center. Research indicates that in areas where jobs and housing are in relative balance, people on average commute shorter distances and spend less time in their cars.

**LEED Siting Criteria:** LEED is the Leadership in Energy and Environmental Design Rating System. The LEED designation recognizes new or retrofitted buildings with reduced impacts on human health and the environment, including those sited near public transportation and/or complementary public uses, encompassing “development density and community connectivity.”

**Level of Service (LOS):** LOS is a standard measurement used by transportation officials to describe the relative ease of traffic flow on a scale of A to F. Road segments that are free-flowing and intersections with little or no delay are rated LOS-A. Road segments that are highly congested and intersections with lengthy delays are rated LOS-F.

**Local Roads:** Local roads constitute all roads not classified as principal arterials, minor arterials or collectors.

**Official Map:** An official map is a document that has been developed and adopted by the municipality showing where future streets and other public improvements (parks, playgrounds, sewer lines) are to be located. It is usually part of a comprehensive plan, typically for an in-town or designated growth area. Official maps are common in many states but have not been used much in Maine for several decades.

**Ride Sharing:** Ride Sharing includes carpools, and van pools or shuttle buses that are sponsored by employers and others. Formal car pooling requires park and ride lots that can also be used by the vans or shuttle buses.

**Right of Way (ROW):** The corridor of land acquired for or devoted to travel. A street or highway ROW may include space for travel lanes, shoulders, sidewalks, bike lanes and landscaping. The transportation network also may include railroad rights-of-way, off-road bike rights-of-way, and trail rights-of-way.

**Roadway Geometry:** The design of the lane widths, shoulders, slope and curvature of a road, dictated by engineering principles based on mobility and safety.

**Sight Distance:** A safety-related measurement that establishes the minimum distance that turning traffic must be able to see in either direction, based on the design speed of the road. This measure limits the location of driveways where curves, hills, or natural features limit visibility.

**Square Mile:** A square mile equals 640 acres.

**Streetscape:** A streetscape is the design and placement of all elements of a public right-of-way and of the immediately abutting yards and structures, and the manner in which these elements interrelate functionally and visually.

**Throat Length:** Throat length is the distance a driveway extends into the development site.

**Traffic Calming:** Traffic calming is a combination of primarily physical measures to reduce traffic speed and improve safety on certain streets, usually those with speed limits of under 45 miles per hour. The measures can be vertical, such as speed humps; horizontal, such as chicanes; road narrowing, such as neckdowns; intersection-oriented, such as roundabouts; or “streetscaping”-based, such as landscaping.

**Trip Generation Rates:** These are the rates at which different land uses can be expected to generate traffic. Each coming and going of a vehicle to or from the land use is a “trip end,” and a trip generation rate is the total number of trip ends that can be expected for a given time period (peak hour, average day, etc.). For example, a single-family detached home on is projected to generate about 10 trip ends per weekday. These include all types of trips – delivery vehicles, guests, etc., as well as trips taken by residents of the home. The Institute of Transportation Engineers maintains a handbook of trip generation rates.

**Turning Controls:** Turning controls are regulatory devices or tools used at intersections to prohibit or designate specific turning movements. Specific tools used are signage, changing the angle of a connecting driveway or road so as to only accommodate a right turn, one-way street designations, and non-traversable medians.

**Urban Compact:** Urban compact municipalities are those in which the population exceeds 7,500 inhabitants, OR those in which the population is less than 7,500 inhabitants but more than 2,499 inhabitants and include a high ratio of people who both live and work in the municipality. Urban compact areas are the built-up sections in those communities, typically with a density of at least 1,000 people per square mile. Municipalities are responsible for the upkeep and maintenance of roads in urban compact areas.